

PLAN: JP/Rox Washington Street

Preserve. Enhance. Grow.



Community Workshop #3 for PLAN JP/ROX on December 10, 2015 was named **Planning for Places**, addressing land use, urban design principles and future development ideas for the PLAN JP/ROX study area. Land use planning is a tool to regulate the use of land by residential, commercial, industrial and institutional space, for example. The idea of mixing uses allows for a more vibrant community with people both working and living in close proximity to their daily goods and services. The following agenda was carried out:

- **OPEN HOUSE AND NETWORKING**

Staff from the BRA and multiple City departments were available and provided information around the night's theme of Land Use Planning and Development. There were informational boards about the current zoning and land use break down in the study area; a recap to the work that was collected from meeting participants in the Community Workshop #2 Planning for People Workshop; and an expression of the PLAN JP/ROX's emerging vision.

- **WELCOME AND UPDATE**

Marie Mercurio, Senior Planner from the BRA, introduced PLAN JP/ROX and provided an overview of PLAN JP/ROX for newcomers, and an update of where the PLAN is in the process and timeline. She explained that the work from the November 4th Planning for People Workshop was compiled, and responses to the participants top questions were answered by City staff on boards at the Open House. She emphasized that the current zoning does not match what the current land uses are in the study area, and that this is one of the goals of PLAN JP/ROX. In addition to current conditions, any new zoning amendments for the JP/ROX area will match the emerging community vision being developed through this process.

- **URBAN DESIGN PRINCIPLES AND HISTORY OF AREA / REAL ESTATE MARKET CONDITIONS**

John Dalzell, Senior Architect from the BRA, went through a brief history of the Corridor to set the stage for the types of uses (and elevated train) that shaped the character for the study area. He then showed maps of emerging patterns of land use for the study area and explained different building typologies commonly found around Boston. Pam McKinney, real estate market analyst from Byrne & McKinney Associates, presented information about the current real estate market in the PLAN JP/ROX study area. Pam emphasized a need for expediency through the planning process, as priority community benefits, such as increased affordable housing and retail space, are currently not getting captured in development projects without a PLAN in place, while land values and construction costs continue to rise. These presentations can be found on the project website at: bit.ly/planjprox.

- **SMALL GROUPS EXERCISE**

Each table was given a large map that showed "current urban conditions". It highlighted 4 "zones": Jackson Square zone; Egleston/Stonybrook zone; Green to McBride zone; and a Forest Hills Zone. The tables were intended to start discussing one zone and answer the same questions for each zone as they moved along the map. They were asked to mark up the map with their ideas. They were asked which areas are seeing change, which areas are likely to change, and if areas were likely to change, how did they want the change to happen? What types of new uses? Could certain types of uses be mixed that aren't traditionally mixed (light industrial with housing)? How high were they willing to see new buildings go? Would they consider more height if there was a setback at the street level? What types of buildings from the typology poster might fit where? What types of uses in the corridor would they like to see go away? Many other maps,

diagrams and hand-outs were provided at the tables to facilitate discussion. All of these are posted at the project website (<http://bit.ly/planjprox>). The marked-up maps and traces by the breakout groups will be documented by BRA staff, and a summary will be provided both in a list form and visually. Ideas from these maps will help to inform the areas that the BRA will select to model as possible future development scenarios.

- **LARGE GROUP DISCUSSION**

For the last portion of the Workshop, a few tables reported back on their discussion, and folks moved around the room to view other table maps.

- **NEXT STEPS**

The final theme will be discussed in January 2016 for PLAN JP/ROX. "Mobility, Connectivity, Public Realm and Placemaking". This theme ties "Planning for People" (Theme 1: Community Resiliency and Sustainability) with "Planning for Places" (Theme 2: Land Use and Development). Draft future development scenarios will be presented for public feedback in February or March.

- A series of workshop hand-outs and maps which were provided at the break-out tables are on the next few pages.

Table 1

Jackson Square

- 6- 8 stories along Amory St.
- Make prettier
- Mid-rise

Egleston

- Low-rise (2-3 stories), mixed-use with heavy built-in affordable housing
- Preservation of existing businesses
- Turn existing public parcels @ Walnut Park and Washington St. & @ Washington and Columbus into underground parking
- Create plaza-like commercial use - *market place*
- 4-6 stories mixed-use with affordable housing for low income – more than 15% @ area around Iffley & Washington

Green

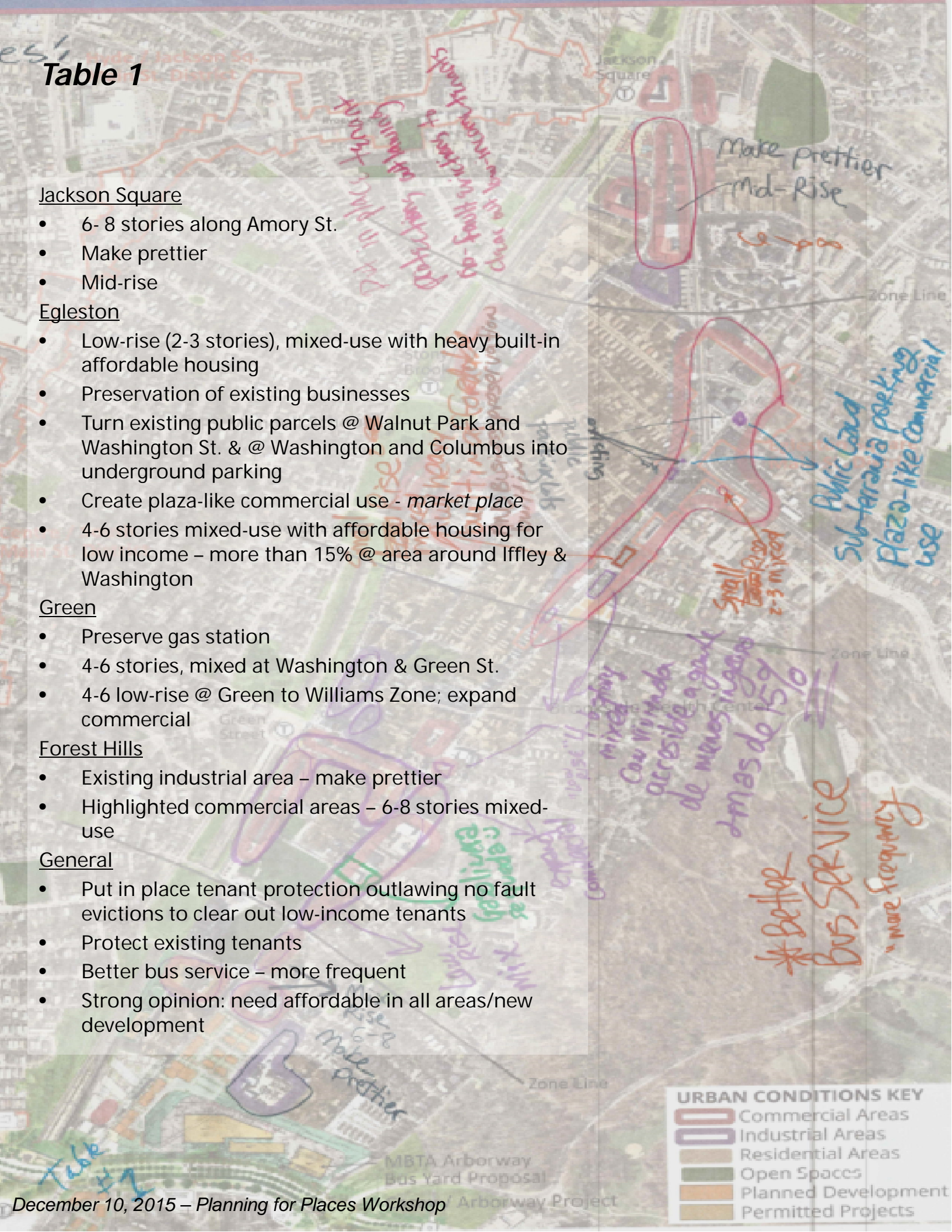
- Preserve gas station
- 4-6 stories, mixed at Washington & Green St.
- 4-6 low-rise @ Green to Williams Zone; expand commercial

Forest Hills

- Existing industrial area – make prettier
- Highlighted commercial areas – 6-8 stories mixed-use

General

- Put in place tenant protection outlawing no fault evictions to clear out low-income tenants
- Protect existing tenants
- Better bus service – more frequent
- Strong opinion: need affordable in all areas/new development



URBAN CONDITIONS KEY	
■	Commercial Areas
■	Industrial Areas
■	Residential Areas
■	Open Spaces
■	Planned Development
■	Permitted Projects

Table 3

Jackson

- 4-6 stories along Columbus
- 10 - 12 mixed-use (commercial, residential, low impact industrial) in midblock area between Columbus and corridor
- Focus retail at Jackson (and Egleston)
- Enhance green space along SW Corridor through new development – *make it feel wider*

Egleston

- Retail hub, 4 stories
- Commercial over residential
- Want to see off-street parking

Green

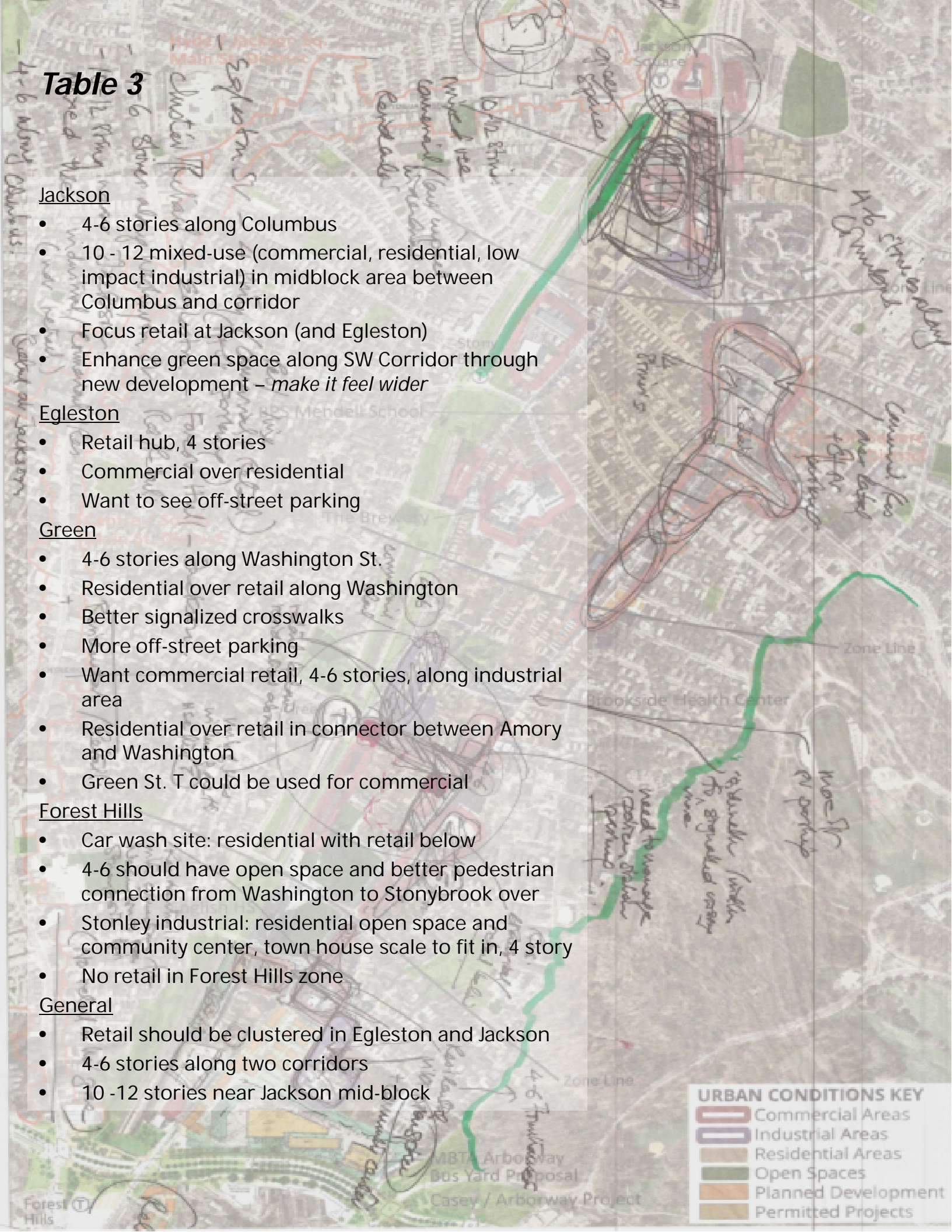
- 4-6 stories along Washington St.
- Residential over retail along Washington
- Better signalized crosswalks
- More off-street parking
- Want commercial retail, 4-6 stories, along industrial area
- Residential over retail in connector between Amory and Washington
- Green St. T could be used for commercial

Forest Hills

- Car wash site: residential with retail below
- 4-6 should have open space and better pedestrian connection from Washington to Stonybrook over
- Stonley industrial: residential open space and community center, town house scale to fit in, 4 story
- No retail in Forest Hills zone

General

- Retail should be clustered in Egleston and Jackson
- 4-6 stories along two corridors
- 10 -12 stories near Jackson mid-block



URBAN CONDITIONS KEY

- Commercial Areas
- Industrial Areas
- Residential Areas
- Open Spaces
- Planned Development
- Permitted Projects

Table 4

Jackson Square

- Columbus Ave: 6-8 stories along Columbus between Centre and Bragdon

Egleston

- 4-6 from Bragdon to Egleston

Green Street

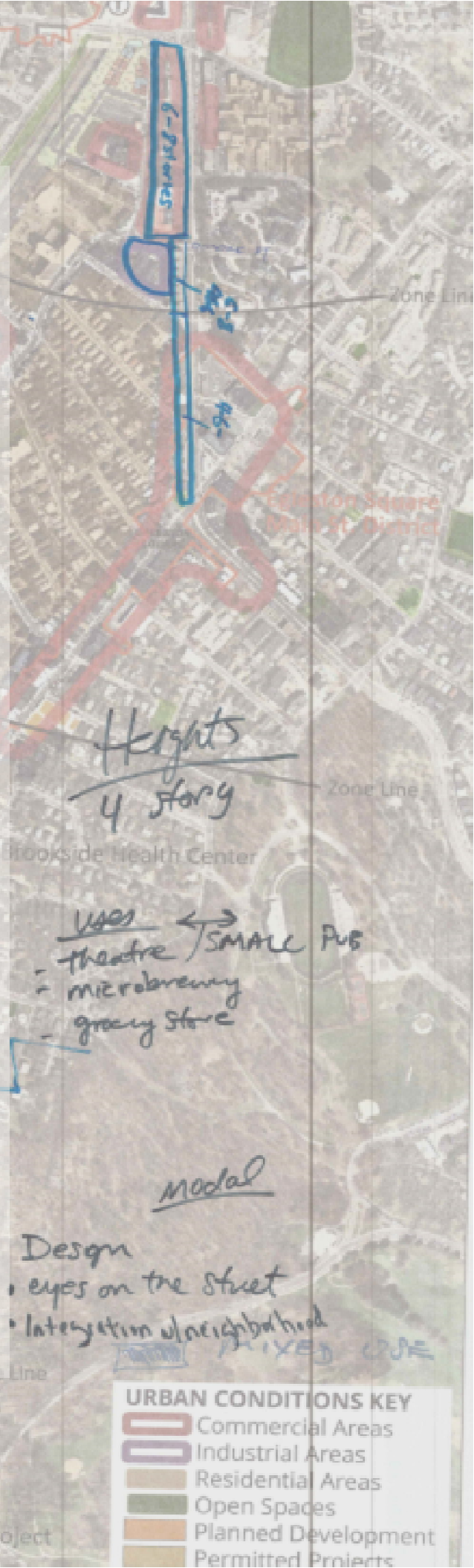
- Amory north of Industrial: no clustered retail; better at Washington btw Green & McBride Sts
- Parking Lot at Williams & Amory: housing

Forest Hills

- Stonley Industrial zone
- Housing is OK; Think about innovative types of housing, micro units / millennial living
- Mixed use could be OK especially
- Maker space / Art
- Anything that doesn't need foot traffic
- Transition the scale to the neighborhood *by stepping heights*
- Needs to be restored
- Connect back to neighborhood
- More height in Forest Hills
- Uses: theater, small pub / micro brewery, grocery store
- Existing Arborway, Washington & Brookley St. edge: greenery, landscaping and no barb-wire

General

- Model use model / mean setbacks
- Design
- Eyes on the street
- Integration with neighborhood
- Municipal land for affordable housing
- Mixed use could include light industrial subject to performance standards
- Mixed use - *recommend to use*
- Form Based Zoning - *recommend to use*
- Artist live work as an alternative to ground floor residential on Washington St.



URBAN CONDITIONS KEY	
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TABLE 5

Table 5

Jackson

- 10-12 stories with buildings that step back
- Add residential
- Residential for families
- Parking
- Transit hub
- Industrial zone/warehouse: light industrial mixed use

Egleston

- 4-6 stories with buildings that step back
- Supermarket (mid-size)
- Keep mixed use
- Along Washington intersection with Iffley: entertainment, mixed-use theater performance space
- Connect Boylston to Washington St. through the built environment

Green

- Industrial north of Green St.: mostly residential, 6-8 stories
- Along Green St.: mixed-use –
 - Activate the street
 - Make more porous
 - Buildings that step back
 - “Green/wellness neighborhood”
 - Make it a cluster
- Washington north of Williams: Commercial/local business or housing cluster
- Washington north of Williams: Could also be entertainment/mixed use theater performance space

Forest Hills

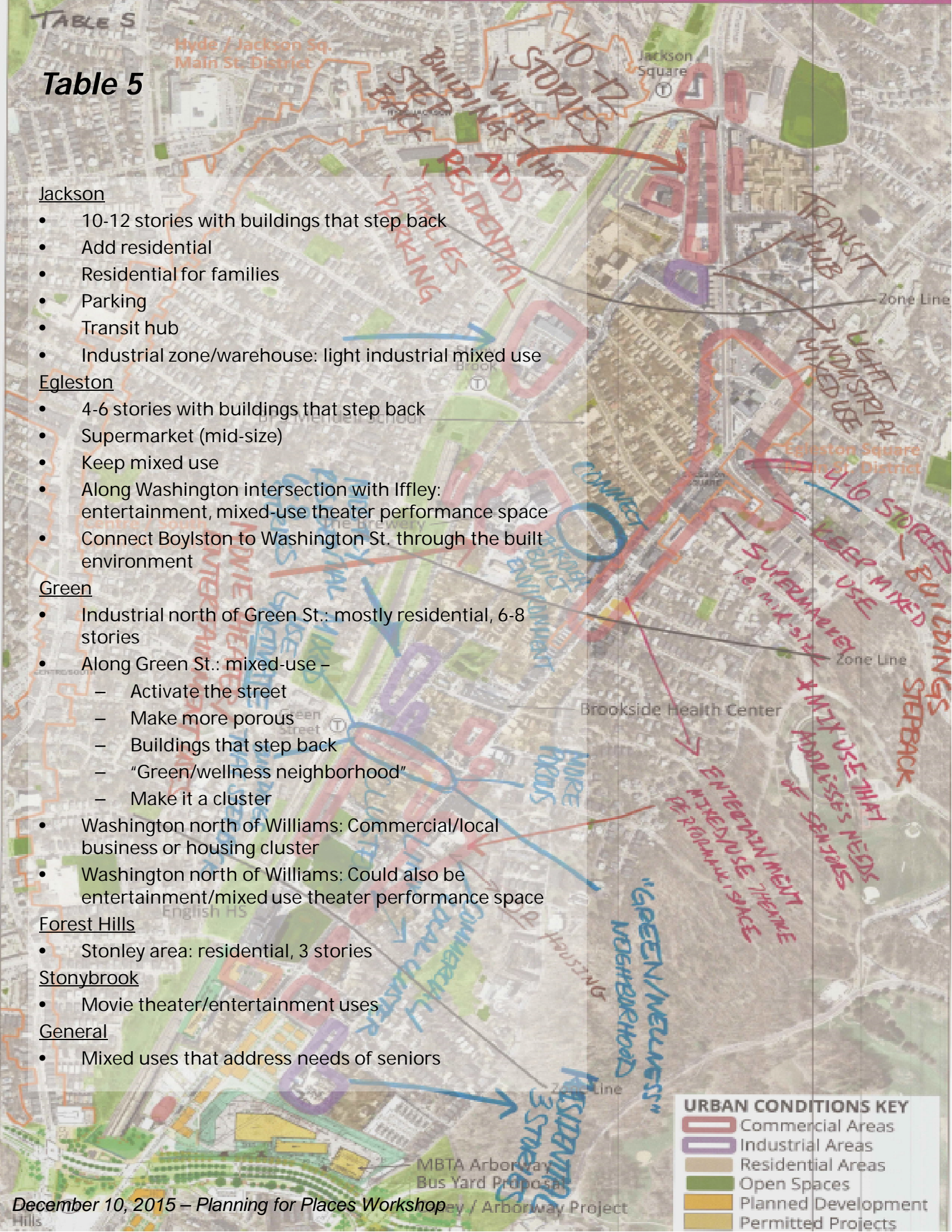
- Stonley area: residential, 3 stories

Stonybrook

- Movie theater/entertainment uses

General

- Mixed uses that address needs of seniors



URBAN CONDITIONS KEY

- Commercial Areas
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- Permitted Projects

Table 6

Table 6

Stonybrook Neighborhood Area

- Stonley Road Industrial Area:
 - 6-8 stories with step down toward the neighborhood to 3 stories
 - 3 story housing buffer
- Car wash site:
 - 4-5 stories with setbacks and retail with residential above on Washington St.
 - Add streets



URBAN CONDITIONS KEY

- ▭ Commercial Areas
- ▭ Industrial Areas
- ▭ Residential Areas
- ▭ Open Spaces
- ▭ Planned Development
- ▭ Permitted Projects

Table 7

Jackson

- Columbus between Centre and Dimock: 6-8 stories
- Caddy corner (rink site): 6-8 stories

Egleston

- 6-8 stories

Stonybrook Station

- Along Amory Street from Atherton to Boylston: mixed-use, 4-5 stories
- Amory Street on SW Corridor across from the Brewer: mixed-use, add 1-2 stories over existing uses
- Preserve the Brewery

Stonybrook to Green

- Iffley Road to Green Street: 3-4 stories

Green Street Station Area

- Local industrial along Amory near Bartlett Square: 4-5 stories
- Along Green Street: keep ground floor retail and add up to 1 story
- 3-4 stories between Doyle's and Green Street along Eastern side of Washington Street
- Preserve Doyle's
- South of Doyle's along Washington Street: add 1-2 stories of housing above retail (keep Midway)

Forest Hills/Arborway Yard

- Housing over retail
- Taller, more dense: 6+ stories
- Step down 3-4 stories in Stonley Road Industrial area

General

- Add affordable housing everywhere (75%)
- Preserve existing buildings wherever possible and incorporate into new development to preserve jobs

add affordable (75%) housing everywhere

* preserve ex. businesses wherever possible + incorporate into new development to preserve jobs.

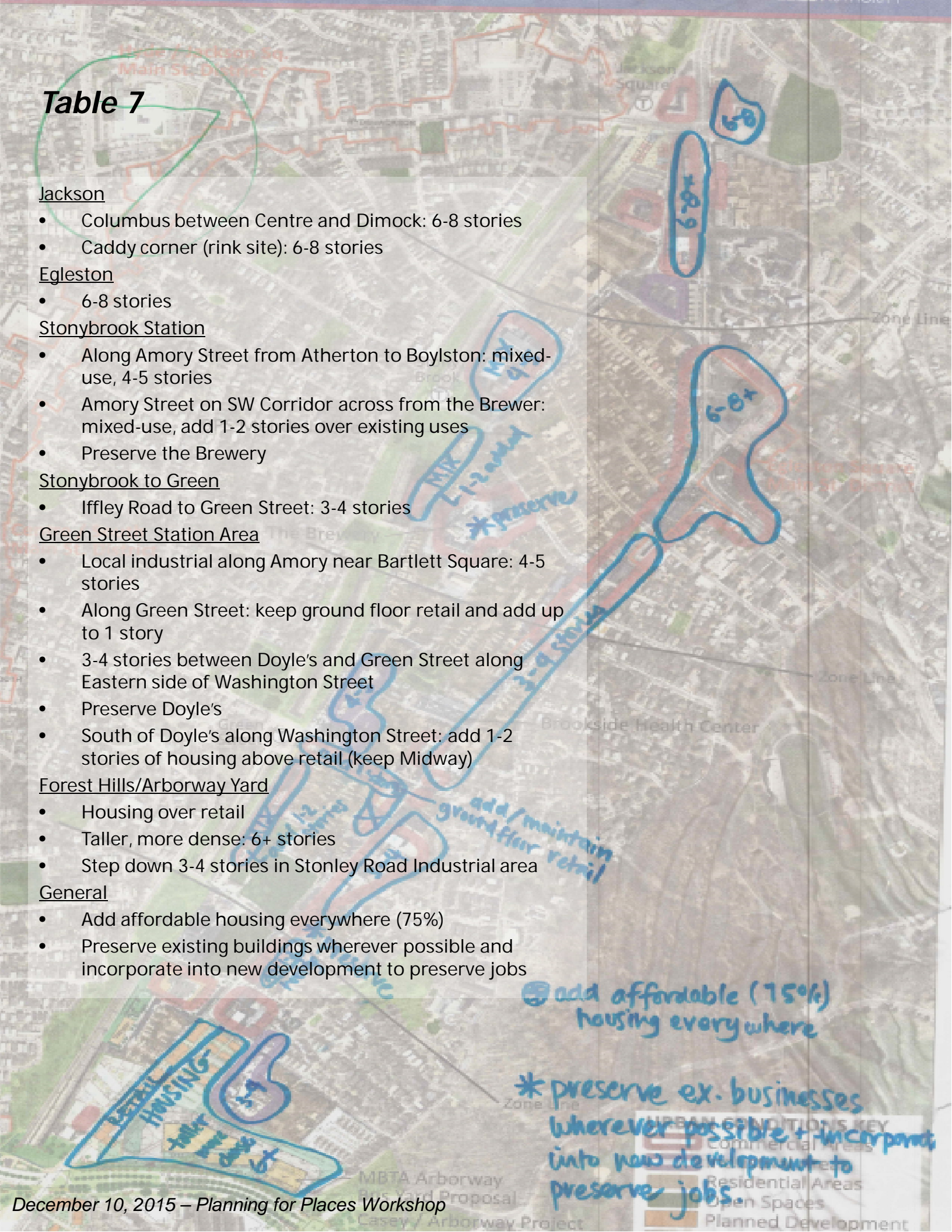


Table 8

Jackson Square

- Bike crossing concerns @ Centre & SW Corridor
- Parking Garage @ Centre & Richie Sts
- Mid / low-rise housing, mixed- use community center @ Jackson Sq II & Amory St sites
- 3 to 6 stories
- Small businesses
- Street crossings need help @ along Columbus

Egleston Square

- Low-rise, 4 – 6 stories @ Washington & Columbus
- Street crossings need improvements
- *Desired local businesses* Grocery Store / enhanced bodegas / Hardware /cleaners / bank
- Single units for new young professionals so they don't take family units
- Small, 3-story
- A few attractive parking areas
- Community businesses
- Gathering space @ Washington & Boylston
- Watch the shadows on landscape and SWC

Stonybrook

- Higher on the Amory St side of SWC
- Light industrial office space / mixed use @ Amory & Lamartine Ext Industrial site
- Could have height, sun shade might work well, mixed-use @ Amory & Lamartine Ext Industrial site

Green Street

- Mixed / low-rise @ Industrial north Green St
- Respect to existing residents: I live here, this is my house
- 3 stories; be careful of existing housing
- Retail + police @ police station
- Maybe height here @ Washington & Green
- Parking someplace @ Washington & BMS Paper

Forest Hills

- Mixed-use housing @ back of Midway block
- Access to affordable food @ Washington St car wash
- Maker lab, co-working space, small business space @ Burnett St resident block. *Concerns about losing as residential.
- Biotech lab(s) that supply entry level jobs @ Forest Hill / Arborway Yard / Corridor

General

Maybe focus mid-rise at Jackson Sq and Forest Hills

Also important to have diversity of jobs, daytime presence of diverse jobs and people

Jobs don't support our housing costs, this needs to change

Actually affordable housing

Awareness of light and shadowing of existing homes (scale) *impacts of new buildings*

Design that fits existing housing

Gradually move away from auto use

Mixed-use housing

3% of the price of foreign citizens purchasing land should go into a fund for affordable housing

If going to mid-rise, use that to concentrate density, not increase it focus near Jackson and Forest Hills.

Commercial spaces that are 1 story can have more density and height (6 to 8) for affordable housing.

Affordable, complete streets are important

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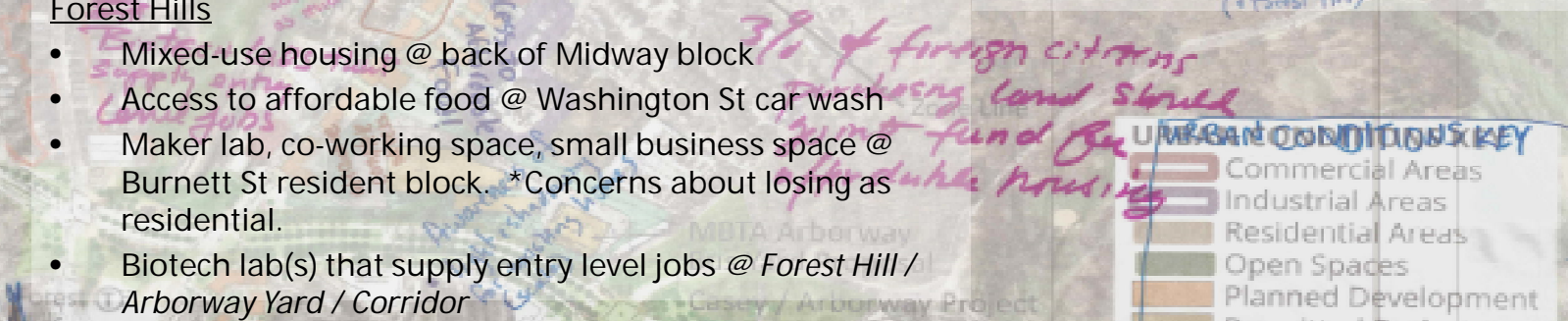


Table 9

Jackson Square

- Should be more than one story by T stop @ along Columbus near Jackson St
- Add street trees please! @ along Stop n Shop parking lot edge
- Infill to the street edge, no parking lot on the streets @ Stop n Shop

Egleston Square

- Maintain existing business
- Less cars, more greenery walkability
- Hardware store

Green Street

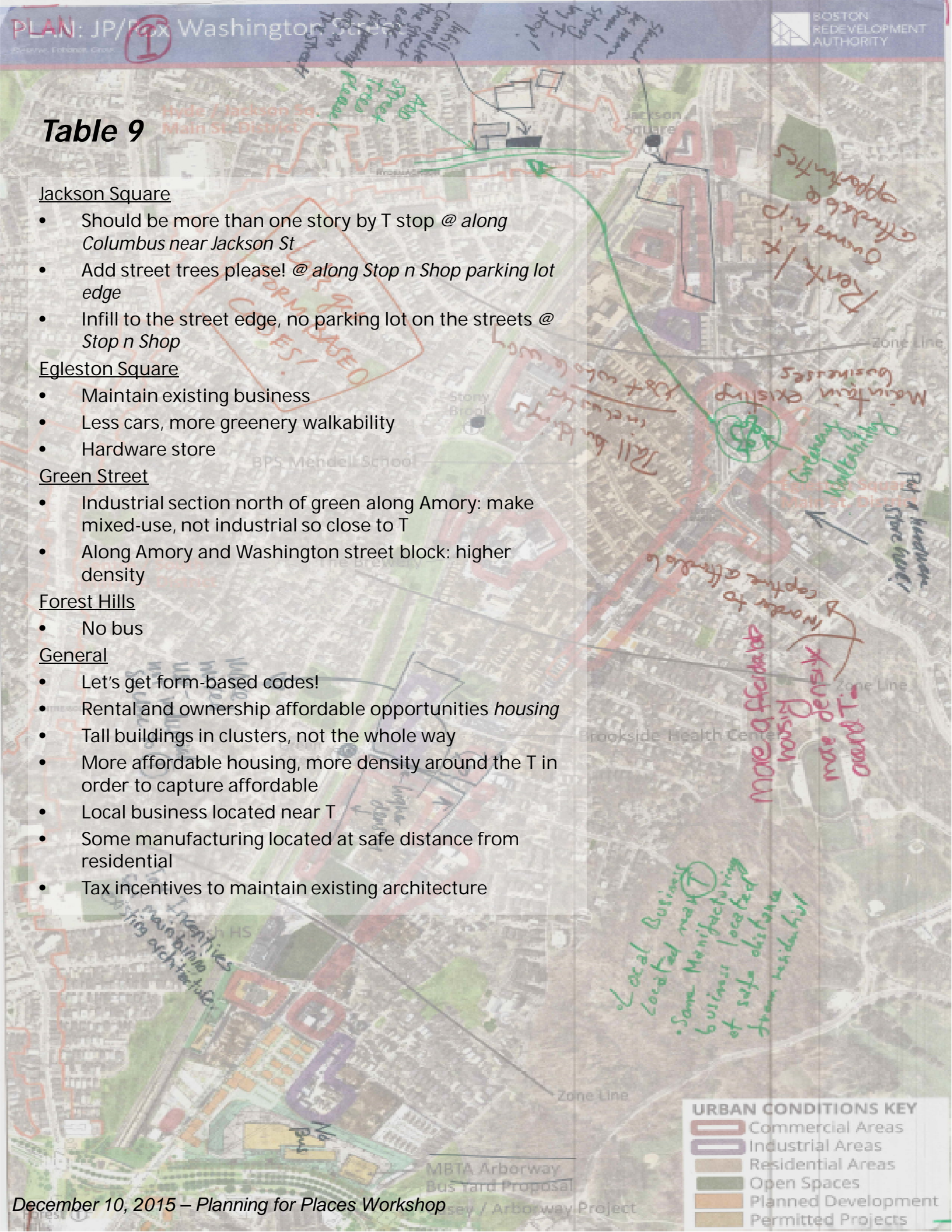
- Industrial section north of green along Amory: make mixed-use, not industrial so close to T
- Along Amory and Washington street block: higher density

Forest Hills

- No bus

General

- Let's get form-based codes!
- Rental and ownership affordable opportunities housing
- Tall buildings in clusters, not the whole way
- More affordable housing, more density around the T in order to capture affordable
- Local business located near T
- Some manufacturing located at safe distance from residential
- Tax incentives to maintain existing architecture



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Table 10

Maple / Jackson Sq
Main St. District

Jackson Square

- Better walkways
- Better pedestrian environment
- New name for area that JP and Roxbury could embrace
- Smaller scale supermarket
- Cultural amenity

Egleston

- Local service retail, e.g. pharmacies
- Maintain existing businesses on ground floor
- Need more green space
- Corner of Washington and School Street warehouse/industrial building would be better residential

Washington Street from School to Iffley: 3-4 stories

Stonybrook

- Regular band concerts and dance floor on this field (across from Stonybrook T station)
 - "Latino/gringo mixers"
- Ordinance to restrict chain businesses?

Green

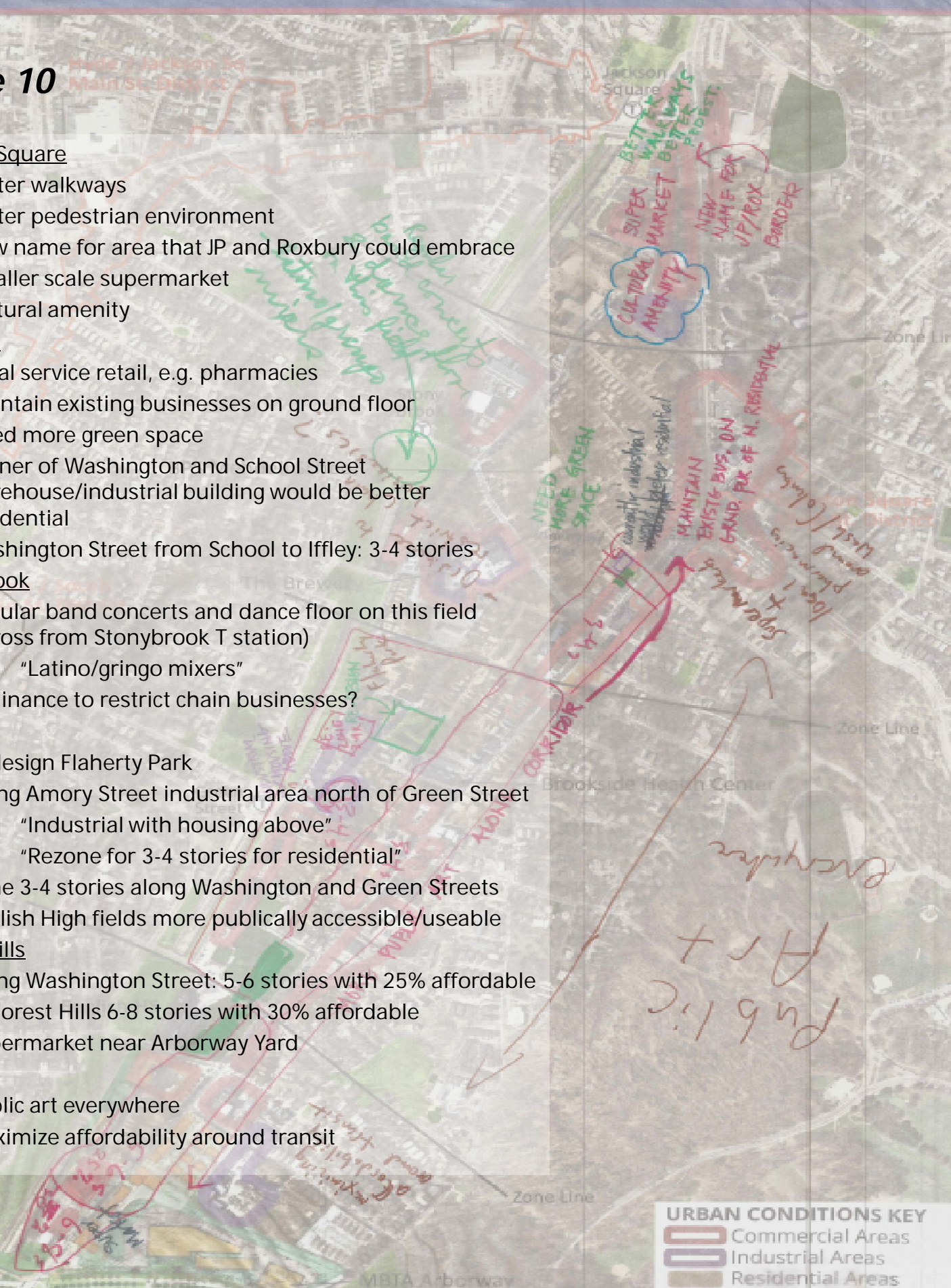
- Redesign Flaherty Park
- Along Amory Street industrial area north of Green Street
 - "Industrial with housing above"
 - "Rezone for 3-4 stories for residential"
- Zone 3-4 stories along Washington and Green Streets
- English High fields more publically accessible/useable

Forest Hills

- Along Washington Street: 5-6 stories with 25% affordable
- At Forest Hills 6-8 stories with 30% affordable
- Supermarket near Arborway Yard

General

- Public art everywhere
- Maximize affordability around transit



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Table 10 - continued

Density and Height

6-8 story buildings at the two ends of the corridor by Forest Hills and Jackson Square. Affordable units should be clustered in the higher density units at FH and JSQ. Our table discussed goals of 25-30 % in these buildings. Where higher housing heights/density is encouraged near transit nodes, provide space for supportive retail. Also if new residential developments have lower parking requirements, provide for common structured parking in nearby locations to prevent parking overload in existing spaces.

3-4 story buildings lining the rest Washington Street corridor.

Re-zoning

Amend zoning on half of industrial areas at Green, Amory Brookside, to allow for residential above industrial.

Insure that existing small retail is incorporated into new residential over retail building, so mixed use commercial around Egleston is important. The small independent businesses in existing low-rise buildings on Washington near Egleston need to be preserved and not pushed out by redeveloping these buildings into taller buildings with higher commercial rents. These businesses serve the local community.

Green Space

More Green space/pocket parks needed in residential neighborhoods from Green to Egleston.

A need for wider sidewalks along corridors leading to Franklin Park and South West corridor.

In general the corridor needs to be more pedestrian friendly if it truly is to be a TOD. In general there is a need for wider sidewalks and better setbacks from the street. Improving the pedestrian experience would also encourage shopping at the existing small businesses.

Zoning to allow rooftop farming and urban farming.

Amenities

Huge need for supermarkets, pharmacies, banks in these areas now. Our table thought the neighborhoods along this corridor could support at least two supermarkets. Ideally these should be located near any TOD at Forest Hills and Jackson Square so that people living in these developments don't need cars for everything other than their jobs.

The JP Roxbury border near Jackson Square needs cultural amenities to encourage more cross community pollination.

More public art along corridor.

URBAN CONDITIONS KEY







-  Commercial Areas
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Table 12

Hyde / Jackson Sq.
Main St. District

Jackson Square

- Big spaces for restaurants @ Columbus near Jackson Square
- 6 - 12 Stories @ Columbus near JS
- Need some street level activation for safety @ Amory near JS
- Side streets, like Amory, not safe at night
- Heights of Columbus Ave should match Jackson Square

Egleston Square

- Build out: create street front, expand YMCA and youth service programming
- 8 Stories @ Washington & Boylston SE corner and across Washington St

Stonybrook

- Enhance but don't up-zone existing businesses @ Amory Lamartine Ext

Green Street

- Retail node expand uses @ Green and Washington
- 4 - 6 + / or step back to higher residential @ Washington St & BMS Paper
- Concern re: wind tunnel along Washington St corridor

Forest Hills

- Add offices above Midway
- 4 - 6 match either side of Washington St @ Washington & McBride
- Provide the right amount of parking for new development
- Buffering the bus yard with retail - possible for temporary commercial uses in front of bus yard- or easier interventions to screen it
- Key opportunity for affordable housing
- Need more basic retail services like convenience and pharmacy
- Need services to support planned density
- Laundromat is important use -preserving smaller scale retail
- 4-6 stories across from Flanagan & Seaton site, should match scale of Flanagan & Seaton

General

- Be sure affordable housing is distributed throughout neighborhood and not concentrated
- Value the mix of uses!
- Only one bank study area-wide
- Heights should vary along the corridor

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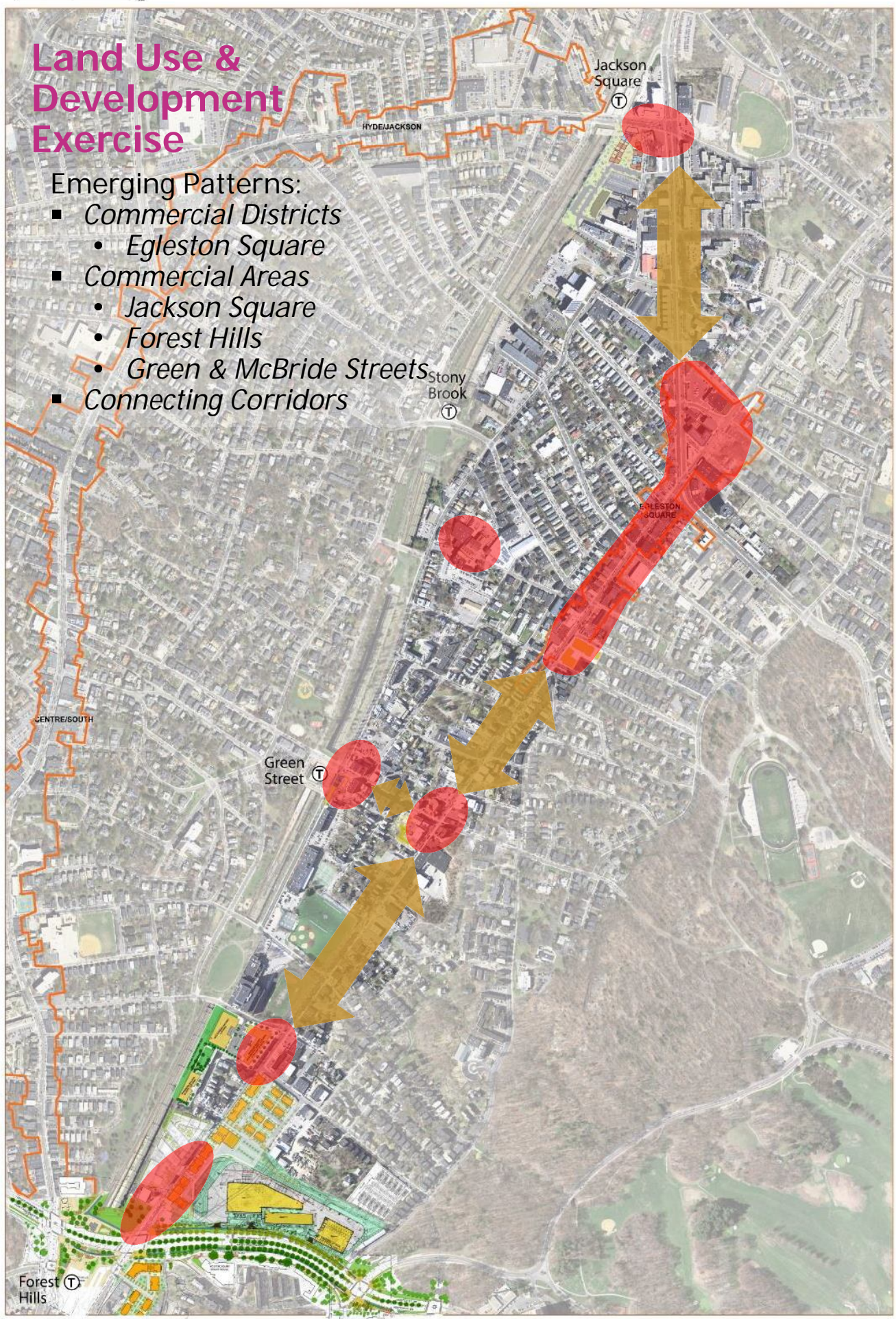
Forest Hills

MBTA Arborway Bus Yard Proposal
Casey / Arborway Project

Land Use & Development Exercise

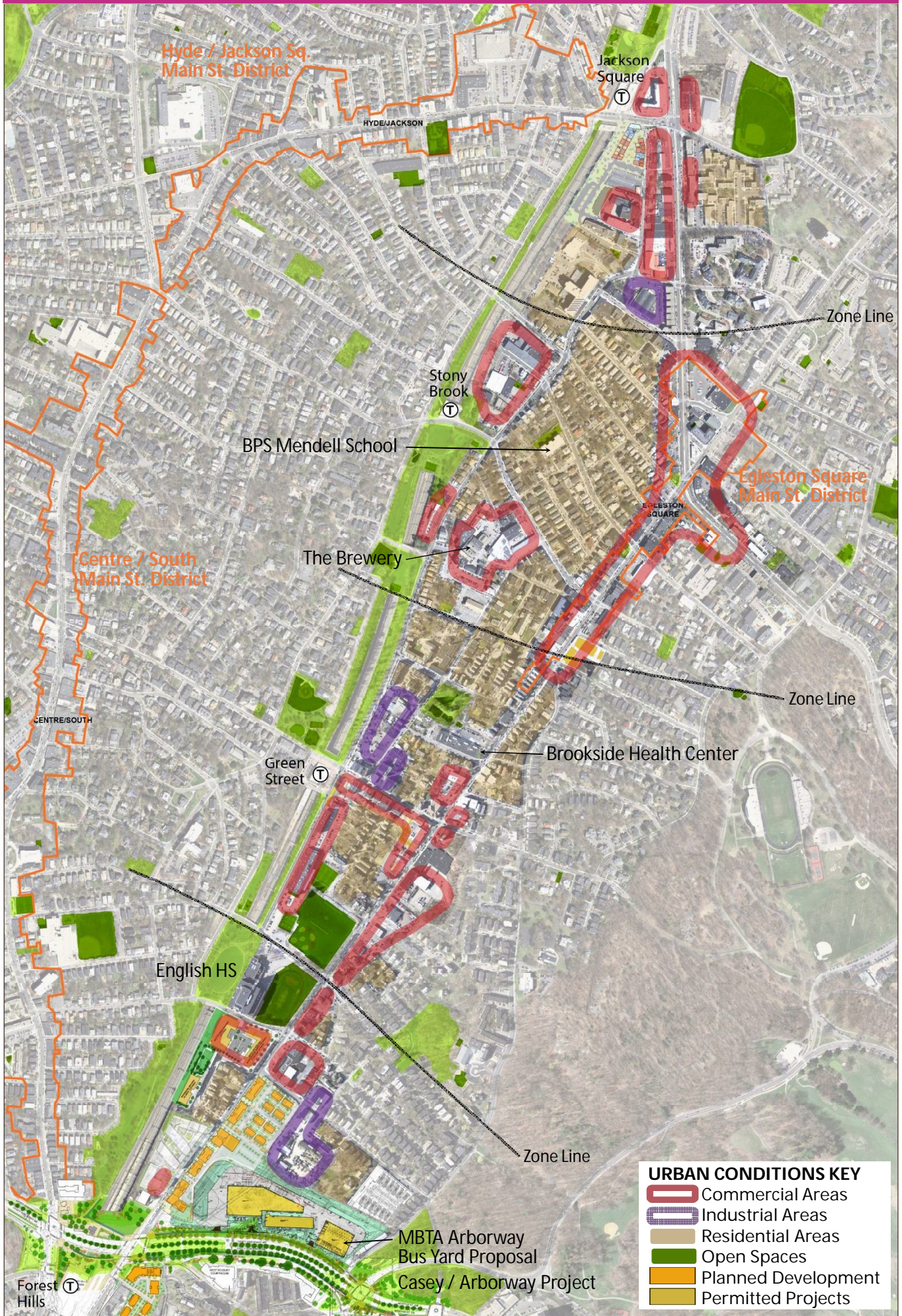
Emerging Patterns:

- Commercial Districts
 - Egleston Square
- Commercial Areas
 - Jackson Square
 - Forest Hills
 - Green & McBride Streets
- Connecting Corridors

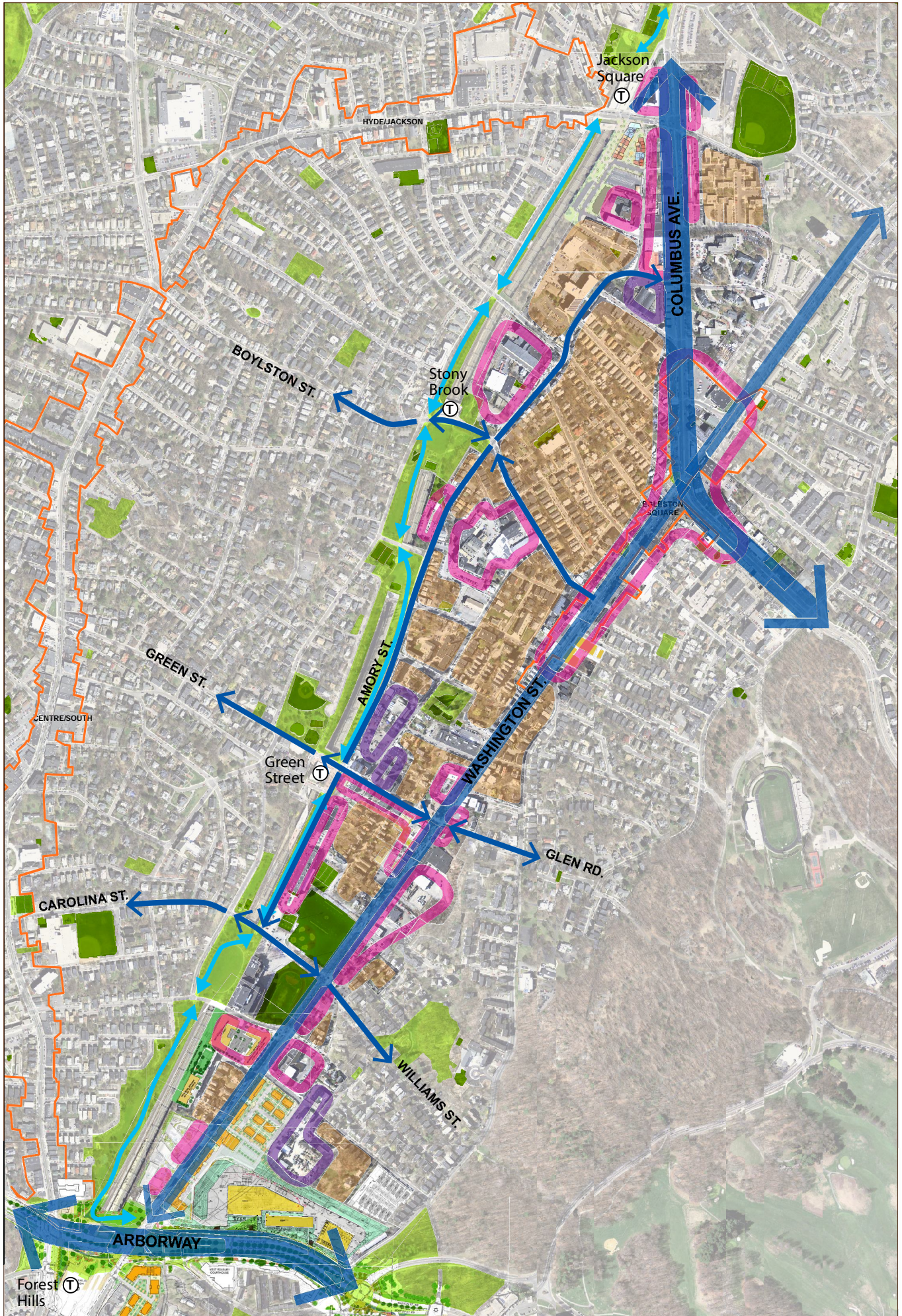


PLAN: JP/Rox Washington Street

Preserve. Enhance. Grow.



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75 Amory Ave.

3200 Washington St.

Bartlett Square II

3383-3389 Washington St.

3521-3529 Washington St.

The Commons at Forest Hills

PLAN: JP/Rox Washington Street

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Building Typologies - Residential and Mixed Use



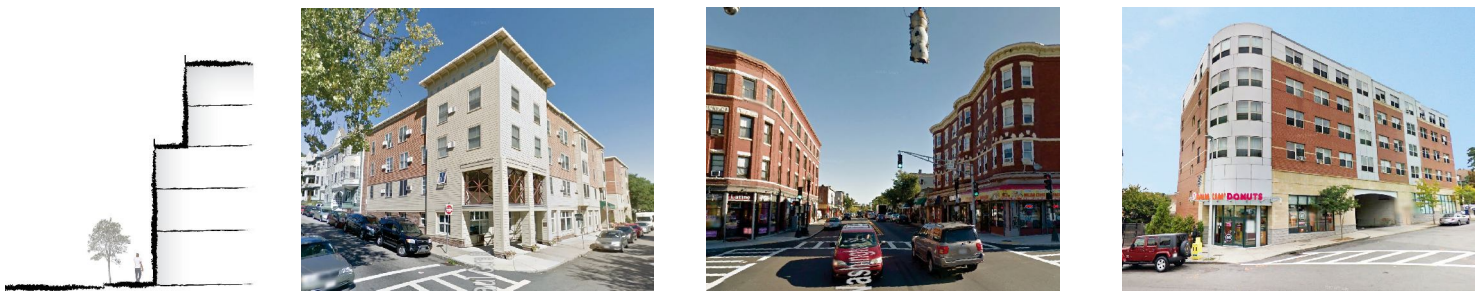
Mid-Rise-Tall: 8 to 12 Story



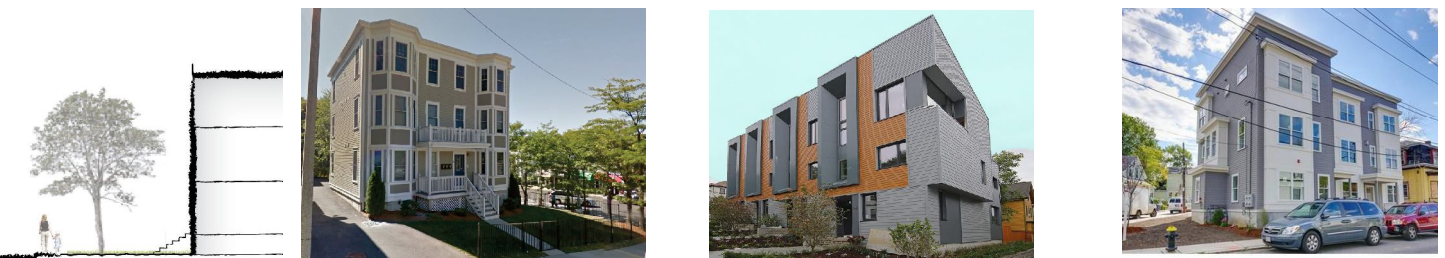
Mid-Rise: 6 to 8 Story



Low-Rise: 4 to 6 story



Small: 3 story



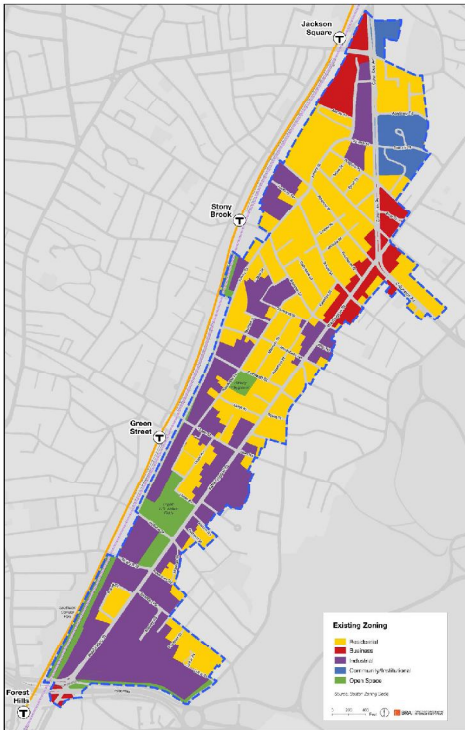
PLAN: JP/Rox Washington Street

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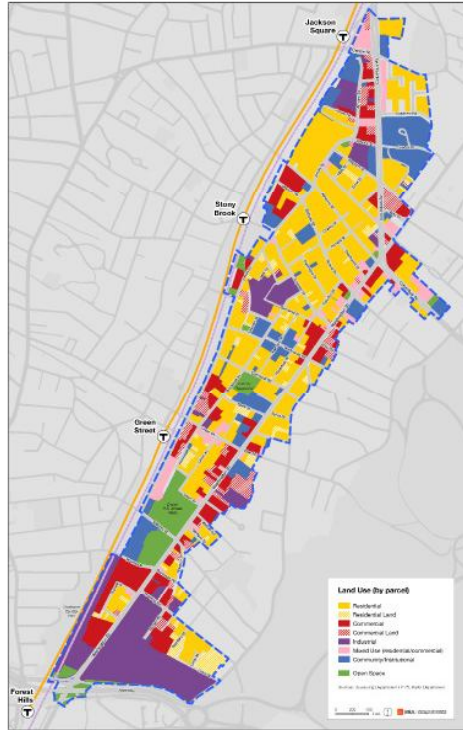
Current Zoning & Land Use

Current Zoning



CURRENT ZONING IN THE STUDY AREA

Current Land Use

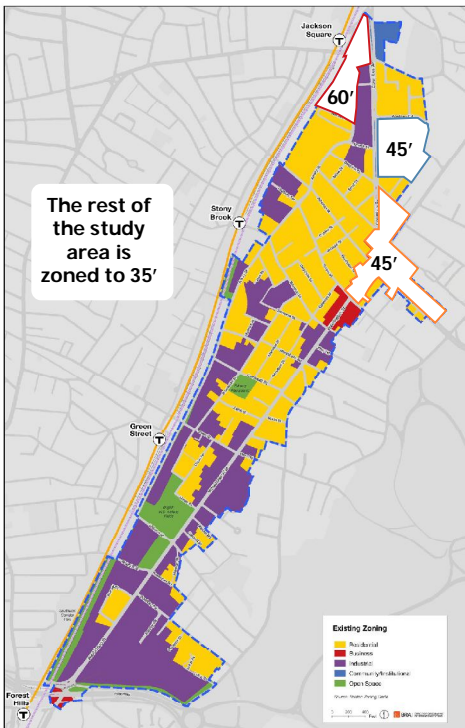


CURRENT LAND USE IN THE STUDY AREA

Existing Conditions



Maximum Zoning Heights



ZONING MAXIMUM HEIGHT RESTRICTIONS

Current Zoning

Residential	45%
Commercial	9%
Industrial	34%
Community/Institutional	5%
Open Space	8%

Current Land Use

Residential	38%
Commercial	13%
Industrial	18%
Community/Institutional	5%
Open Space*	1%
Mixed Use	17%
Vacant	9%

*94 acres of open space within 1/4 mile



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From Planning to Rezoning



Boston Zoning Code

Zoning dictates the allowed shape, density, and use of development in a given area along with associated parking and loading requirements. It also recommends standard design protocol for buildings and signs. It protects Boston's distinct neighborhoods from the development of buildings or uses that do not harmonize with their surrounding context.

The Boston Zoning Code, enacted in 1964, once covered the entire city. The code has since dramatically evolved. In the early 1990's, the BRA started to craft zoning articles adapted to accommodate the character of unique neighborhoods. All of these many articles, tables, maps and amendments that you see today continue to make up the Boston Zoning Code.

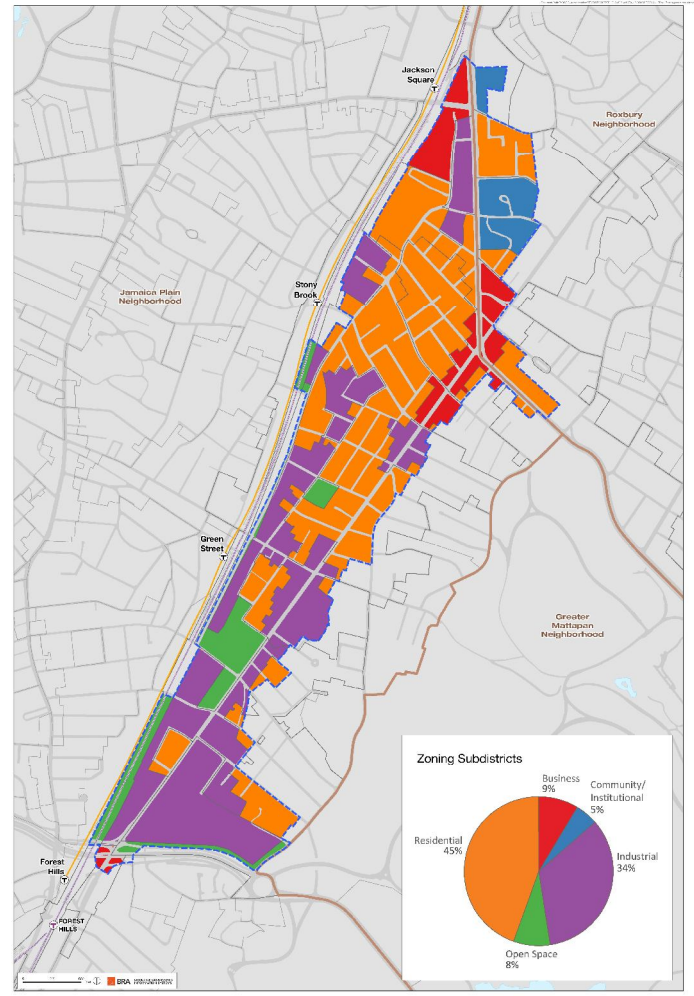
Article 50 is the Roxbury Neighborhood District, or the local zoning article for the neighborhood of Roxbury. Maps 6A/6B/6C cover the Roxbury portion of PLAN JP/ ROX. Article 55 is the Jamaica Plain Neighborhood District, or the local zoning article for the neighborhood of Jamaica Plain. Maps 9B/9C cover the Jamaica Plain portion of PLAN JP/ROX. The PLAN JP/ ROX study area falls under the regulations of these articles and maps.

Proposed Planning & Rezoning Milestones

subject to change

REZONING	Summer 2016	<ul style="list-style-type: none"> ▶ Final Article 50 (Roxbury) and Article 55 (JP) Amendments (map and/or text) ★ <i>BRA Board Meeting to authorize a petition to the Boston Zoning Commission to place public notice of a Zoning Commission Hearing in newspapers 20 days before the hearing</i> ▶ Adoption of Final Article 50 and Article 55 Amendments ★ <i>Boston Zoning Commission Public Hearing (open to testimony)</i>
	Summer 2015 - Spring 2016	<ul style="list-style-type: none"> ▶ Final PLAN JP:ROX Document ★ <i>BRA Board Meeting for Final PLAN Approval</i> ▶ BRA Staff writes Zoning Amendments

▶ Milestone ★ Formal Action Required



CURRENT ZONING IN THE STUDY AREA

Questions & Definitions

Who is the BRA Board?

The BRA/EDIC Board votes on all final determinations and agreements at the agency, including planning studies, rezoning initiatives, and project permitting. The BRA/EDIC Board only acts on final project approval following community process and stakeholder review led by BRA staff.

Members of the BRA Board are:

- Timothy J. Burke
- Carol Downs
- Michael P. Monahan
- Theodore C. Landsmark
- Priscilla Rojas

Who is the Boston Zoning Commission?

The Boston Zoning Commission (BZC) maintains and updates Boston's zoning code. Anyone may petition the Zoning Commission to adopt a map or text change; however, the Boston Redevelopment Authority typically petitions the Zoning Commission to adopt such changes after a public planning process. After a petition is authorized by the BRA Board, a public notice of a Zoning Commission hearing is advertised online, in the Boston Herald, and other local newspapers at least 20 days in prior to the hearing.

Members of the BZC are:

- | | |
|---------------------|-----------------|
| David Marr | Jared Wollaston |
| Robert L. Fondren | Olivia Waishek |
| Jay Hurley | Jill Hatton |
| Jane Cooper Brayton | John McDonnell |
| Michael Miles | John M. Arroyo |
| James C. Clark | |

Who is the Zoning Board of Appeal?

The Zoning Board of Appeal (ZBA) hears requests for conditional use permits, variances, permission to expand/change nonconforming uses, and similar zoning relief. The ZBA does not participate directly in the Boston Redevelopment Authority's development review process, but may require BRA design review as a condition of zoning relief. The BRA conducts this review through the urban design component of Large Project Review or the design component of Small Project Review, depending on the project's size.

Members of the ZBA are:

- | | |
|-------------------|---------------|
| Christine Araujo | Peter Chin |
| Anthony Pisani | Mark Ehrlich |
| Mark Fortune | (Vacant seat) |
| Bruce Bickerstaff | |

PLAN: JP/Rox Washington Street

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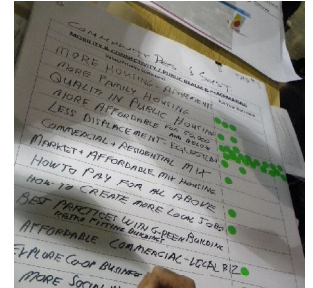
Visioning Process



Community Visioning Process



With the September 30th Community Workshop we began the process of envisioning a future for the PLAN: JP/ROX area. Community members crafted and prioritized statements expressing what they value today and what is of importance tomorrow. Those priority statements have been grouped by theme, combined, and shortened to create the *Emerging Community Vision* below. This Vision remains a living document to be tested and refined throughout the process.



An Emerging Community Vision

PLAN JP/ROX envisions a family friendly, fun, walkable, safe, green, and attractive community

- Promote new affordable housing and retail that supports the social and economic diversity of the area.
- Guide growth that strengthens the community and respects the physical character of the existing residential areas.
- Increase the variety of uses to create more innovative job and business opportunities, and strengthen existing local and small businesses.
- Preserve and enhance the variety of open space amenities.
- Promote more energy efficient and greener buildings, and overall neighborhood sustainability efforts.
- Support artistic, civic, cultural and community assets.
- Enhance connections in and around and out of the area, to destinations, and to open space.
- Improve the safety and reliability of the many options for getting around the area.
- Create active and vibrant streets, sidewalks and public places.

Combined Vision Statements

Community Resiliency & Sustainability

Expand affordable housing opportunities for low and middle income households through the use of regulations and incentives including added building height / FAR for more affordable housing, commercial space, and sustainability.

Expand local and affordable business opportunities through the use of regulations and incentives and promotion of business incubator and shared innovation spaces.

Improve the design of local buildings and the public realm by promoting and requiring high quality planning, design and construction practices.

Preserve the rich diversity and eclectic character of the local community and ensure that new growth and development does not cause the displacement of existing residents.

Promote sustainable buildings and districts through the use of regulations, incentives and programs including LEED for Neighborhood Development and Eco-Districts.

Land Use & Development

Increase the variety and mixes of uses to support more innovative work and business opportunities and to better provide for needed community goods and services.

Redefine existing commercial and industrial uses to support business innovation and job growth.

Expand neighborhood housing opportunities near transit and selected areas with added height / FAR for more affordable housing, commercial space, and sustainability.

Allow more ground floor uses that activate the streetscape including art, retail, maker spaces, event spaces.

Respect and preserve neighborhood character including existing heights and densities.

Mobility & Connectivity / Placemaking & Public Realm

Improve the walkability and bikability of the neighborhood with expanded and improved infrastructure. Focus on improving neighborhood crossroads (Boylston St and Green St) that access public transit.

Activate and improve streetscapes with public ground floor uses and community spaces. New and existing streetscapes should be beautify and well maintained.

Improve public transit service frequency and reliability and the maintenance and quality of facilities.

Preserve and increase designated off street parking.

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LAND USE & DEVELOPMENT PRIORITY STATEMENTS (from Sept 30 Visioning Session)

- Increase the variety and mixes of uses to support more innovative work and business opportunities and to better provide for needed community goods and services.
- Redefine existing commercial and industrial uses to support business innovation and job growth.
- Expand neighborhood housing opportunities near transit and selected areas with added height / FAR for more affordable housing, commercial space, and sustainability.
- Allow more ground floor uses that activate the streetscape including art, retail, maker spaces, event spaces.
- Respect and preserve neighborhood character including existing heights and densities.

AN EMERGING COMMUNITY VISION

-across *all* themes, which includes Land Use & Development

PLAN JP/ROX envisions a family friendly, fun, walkable, safe, green, and attractive community

- Promote *new affordable housing* and *retail* that supports the social and economic diversity of the area.
- Guide *growth* that strengthens the community and respects the *physical character* of the existing *residential* areas.
- Increase the *variety of uses* to create more innovative job and business opportunities, and strengthen existing local and small *businesses*.
- Preserve and enhance the variety of *open space* amenities.
- Promote more energy efficient and *greener buildings*, and overall neighborhood sustainability efforts.
- Support *artistic, civic, cultural and community assets*.
- Enhance connections in and around and out of the area, to destinations, and to open space.
- Improve the safety and reliability of the many options for getting around the area.
- Create active and vibrant streets, sidewalks and public places.

(*red* suggests a relation to tonight's theme of Land Use and Development)

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Land Use and Development Glossary

The contents of this glossary are subject to interpretation, and have been gathered to educate and inform the public on commonly used terms that may be technical in nature and/or repeated throughout the ongoing planning process. If any of the terms seem to be inaccurately defined, please bring it to BRA Staff attention. Thank you!

BOSTON ZONING COMMISSION (BZC)

The Zoning Commission is responsible for adopting all new zoning and zoning amendments, for establishing PDAs and approving PDA Development Plans, and for approving Institutional Master Plans. The Zoning Commission is located within the City of Boston's administration, not the BRA.ⁱ

CORRIDOR

A belt of land along a street which links different areas.

DEVELOPMENT

A development includes the construction of a new building or other structure on a zoning lot, the relocation of an existing building to another lot, or the establishment of a new open use on a tract of land.ⁱⁱ

HEIGHT

The measurement from the base to the top of a structure or building. Height can be measured by feet or by how many stories tall a structure or building is.

LAND USE

Land use describes how a particular parcel or building is used such as residential, commercial, industrial, etc. Zoning regulates where specific uses are allowed, conditional or forbidden.

ALLOWED USE

A land use that is permitted as a matter of right. Board of Appeal approval is not required.ⁱⁱⁱ

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CONDITIONAL USE

A land use permitted by the Zoning Code provided that it is found by the Board of Appeal to comply with certain conditions set out in the Code.^{iv}

FORBIDDEN USE

A use that is not permitted in a particular district because of harmful impacts on other allowed uses; e.g., noise, pollution.^v

COMMERCIAL USE

Commercial uses are business related uses that include but are not limited to, office, retail, restaurant, professional services, etc.

RESIDENTIAL USE

Residential uses refer to housing. Housing may vary between and throughout residential areas.

INDUSTRIAL USE

Industrial uses pertain to the business of producing goods.

LOT

The area of a parcel of land in single ownership and not divided by a street.^{vi}

MIXED USE

Mixed use refers to a building or a district that contains two or more different land uses.

NODE

A central or connecting point, often at an intersection.

OPEN SPACE

Open space is any open piece of land that is undeveloped (has no buildings or other built structures) and is accessible to the public. Open space can include: green space (parks, community gardens, cemeteries), schoolyards, playgrounds, public seating areas, public plazas, and vacant lots. Open space provides recreational areas for residents and helps to enhance the beauty and environmental quality of neighborhoods.^{vii}

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PARK

A designated open space which may be active (playground, ball-field) or passive (benches, lawns, gardens). Parks may be owned and maintained by the City, the Massachusetts Department of Conservation and Recreation, or private/non-profit entities.^{viii}

PARKING

A requirement of most development in Boston. Parking may be surface, underground, or structured (above-ground parking garages).^{ix}

URBAN DESIGN

Urban design is the collaborative and multi-disciplinary process of shaping the physical setting for life in cities, towns and villages; the art of making places; design in an urban context. Urban design involved the design of buildings, groups of buildings, spaces and landscapes, and the establishment of frameworks and processes that facilitate successful development.^x

ZONING

A tool used by the City to dictate the allowed shape, density, and use of development in a given area. Boston's Zoning Code incorporates a written code (describing setback, heights, allowed uses, densities, etc.) and maps which indicate which geographic areas are subject to which zoning guidelines.^{xi}

ZONING BOARD OF APPEAL (ZBA)

If a proposed project does not fit the use or dimensional requirements of the Zoning Code, the applicant may request relief from the Zoning Board of Appeal (ZBA). Relief is granted after a public hearing and a finding that the proposed project is in harmony with the legal zoning in the neighborhood.^{xii}

ZONING MAP

Map documents which correspond with Boston's written Zoning Code to indicate which zoning requirements apply to which geographic area.^{xiii}

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- ⁱ Boston Redevelopment Authority (BRA)
 - ⁱⁱ Department of City Planning, City of New York
 - ⁱⁱⁱ Boston Redevelopment Authority (BRA)
 - ^{iv} Boston Redevelopment Authority (BRA)
 - ^v Boston Redevelopment Authority (BRA)
 - ^{vi} Boston Redevelopment Authority (BRA)
 - ^{vii} United States Environmental Protection Agency (EPA)
 - ^{viii} Boston Redevelopment Authority (BRA)
 - ^{ix} Boston Redevelopment Authority (BRA)
 - ^x Urban Design Group
 - ^{xi} Boston Redevelopment Authority (BRA)
 - ^{xii} City of Boston
 - ^{xiii} Boston Redevelopment Authority (BRA)

LINKS

Boston Redevelopment Authority. "About the BRA." *Glossary*.
<http://www.bostonredevelopmentauthority.org/about-us/glossary>

City of Boston. "Cityofboston.gov - Official Web Site of the City of Boston." *About Zoning*.
<http://www.cityofboston.gov/isd/building/appeal.asp>

Department of City Planning. "NYC Zoning - Glossary." *NYC Zoning-Glossary*.
<http://www.nyc.gov/html/dcp/html/zone/glossary.shtml>

United States Environmental Protection Agency. "What Is Open Space/Green Space?" *What Is Open Space/Green Space?*
<http://www3.epa.gov/region1/eco/uep/openspace.htm>

Urban Design Group. "What is Urban Design?" *What is Urban Design?*
<http://www.udg.org.uk/about/what-is-urban-design>

PLAN JP/ROX Trade-off/Benefit

***use to guide conversations; subject to individual interpretation*

1. Increase amount of affordable housing

Trade-off

- Buildings may need to be bigger to accommodate
- More public services needed (schools, police, fire, etc)
- More T service capacity needed

Benefit

- Allow for lower and middle income residents to stay or move in

2. Increase amount of affordable retail space

Trade-off

- Buildings may need to be bigger to accommodate

Benefit

- Caters to smaller, locally-owned businesses, start-ups, shared space, or other innovative business models

3. Provide Quality Open Space

Trade-off

- Buildings may need to be bigger to accommodate open space on private land
- Space allocated to parks reduces the overall land available for development, which may require narrower streets and less on street parking and/or less bike lanes

Benefit

- More active and passive recreational options improve public health
- Provides space for the community to come together

4. Build Walkable Sidewalks/Bikeable Streets

Trade-off

- Space allocated to sidewalks and bike lanes may reduce the overall land available for development, which may require narrower streets and less on street parking and/or less bike lanes.

Benefit

- Attracts more users that rely less on cars
- Allows residents and visitors the opportunity for a healthier lifestyle
- Allocating more space for sidewalks allows for new street trees & street furniture, bus stop shelters etc.
- Allows for a more vibrant and active street life

5. Provide More Parking

Trade-off

- Greater building height/density required to offset costs of structured/underground parking
- Results in less space available for Open Space (Parks)
- Results in attracting more car users, congestion & traffic
- Buildings with parking garages have limited ground floor space that otherwise could be used for restaurants and other retail/commercial amenities

Benefit

- Are there any benefits? Convenience, I guess, for those who have cars
- Helps business / economic reasons

6. Reduce Traffic/Congestion

Trade-off

- None

Benefit

- Requires more streets with better connections to major arteries
- Creating convenient transit alternatives makes it easier to attract people who don't typically drive

7. Provide More Residential Uses

Trade-off

- Residential uses may replace industrial or commercial uses that provide jobs
- Residential uses further from transit options requires parking
- A lack of diverse housing options can make it difficult for local residents to find homes nearby

Benefit

- Makes for an active and safer (eyes on the street) neighborhood 24 hours a day
- Stores & restaurants follow residential development, creating more convenient amenities for all
- Locating more housing near existing transit helps reduce traffic and need for driving, and reduces development pressure in the surrounding neighborhoods

8. Improve Public Transit

- Adding capacity to existing MBTA infrastructure is the least expensive way to address the transit needs of the most people, which supports more dense development
- Improving public transit increases capacity to support more users than the existing local and regional street network
- MBTA has limited funds for expanded service
- Creating development bonuses for taller, denser buildings can incentivize developers to contribute to fund public transit, reducing traffic congestion and improving air quality

9. Create More Amenities (restaurants, pharmacy, grocery, etc.)

Trade-off

- Increased need for service deliveries and trash removal adds traffic related to new amenities
- Creating development bonuses for taller, denser buildings can incentivize developers to create more amenities

Benefit

- Adding local amenities that can be accessed by foot or bike create less car dependence and allow for lower parking ratios
- Walkable neighborhoods have cleaner air and encourage residents to be physically active

10. Preserve Some Industrial Uses

Trade-off

- Noise and traffic related to businesses may conflict with the interests of residents

Benefit

- Reduces traffic congestion by allowing for more live/work opportunities
- Creates a more dynamic neighborhood with a wider variety of uses
- Helps preserve an already limited type of employment, especially for local residents

11. Improve Climate Resilience

Trade-off

- Greater building height/density required to offset costs of green, energy efficient buildings.

Benefit

- Design buildings and create uses that (especially at the ground floor) can withstand floods/storms etc.
- Design buildings that rely on fewer cars (how?)
- Encourage developers to build greener buildings that use less power
- Limit paved surfaces and untreated water runoff into storm sewers
- Design local power generation that can serve the neighborhood and make it independent of the regional power grid

12. Increase Social Equity

Trade-off

- Requires greater height and density in order to subsidize this type of development

Benefit

- Encourage the development of a wide array of housing and business types, large and small, that lends itself to a wider variety of uses.
- Incentivize developers to build more middle income housing and create business opportunities
- Provide accessible sidewalks and streets for all modes of travel, ages, and capacities

13. Create more Live/Work Opportunities

Trade-off

- If future units are sold as live only, new owners may find living in close proximity to other's workspaces incompatible
- Possible added noise, smells or other nuisances

Benefit

- Helps promote new industries that can become major employers, both locally and regionally.
- Promotes lifestyle flex opportunities that otherwise wouldn't be possible, ie; low car ownership, flexible work schedule
- Design buildings that co-locate jobs and housing which places less stress on all transit systems

14. Provide More Cultural & Civic Uses (public art, artist work/gallery spaces, library, performance space etc.)

Trade-off

- Cultural space often requires subsidies to make them financially viable; More dense development would need to be leveraged to make that financial support possible

Benefit

- Offers local residents a richer set of choices and amenities to enjoy
- Cultural attractions can often spur related businesses (restaurants, entertainment)

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Question/Response Exercise

PROCESS, TIMELINE & QUESTIONS TO BE ANSWERED

This process is community-based and will inform the final PLAN JP/ROX document and associated zoning amendments for the area. Final decisions to adopt PLAN JP/ROX and associated zoning amendments will be made by the BRA Board and the Boston Zoning Commission, respectively.

How do we balance new small business and be accountable to existing?

Has to help versus hurt
Provide support: technical, legal
Sensibility to linguistic and cultural needs
Organize existing small businesses in co-ops
Consider rent stabilization for existing businesses
Involve existing businesses in decision-making process!
Stable residence = Stable business
Encourage new residents to use existing businesses
Help existing businesses adapt to new clients

How can we support more democratic businesses?

Sensibility to linguistic and cultural needs
Group co-op ownership - see example in Egleston
Provide legal and technical assistance
Consider tax abatement
Educational 1:1 technical assistance workshops
Certain % to be co-op (co-op % TBD)
Loan/legal assistance for worker buy-out

How to incentivize green building, how to de-incentivize non-green building:?

Just require it
Government subsidies
Cheaper land
Tax incentives
Reducing parking requirements
Increase density

Open space goals:

Will open space on site be changed?
Connections to SW Corridor
Larger parks on Washington
Dedicated programming
market, foodtrucks, park movies
Open space strategy: integrate with existing open space; implement dedicated programming; city requirements and goals; finance?

How to encourage sharing of resources?

Zip Car
High density housing
Sharing of heating, H2O
Shared community solar
Solar on public buildings in correct orientation
Rooftops for urban gardening

What's being done to track racial impacts of development and to ensure that displacement is not happening along racial lines?

We do not currently know of any tracking of displacement in relation to race but we hope to find answers to prevent displacement from happening in any and all of our communities.

BUSINESS & ENVIRONMENT

LOCAL & SUSTAINABLE: *Small business, job creation, environmental sustainability and transit oriented development*

Local & Small Businesses

As the City considers community benefits from new developments, we can incorporate affordable business, retail, and commercial spaces. Egleston Square business community is thinking creatively to preserve their space through ideas such as large markets or business co-ops.

- How do we ensure small business space is affordable?

Environmental Sustainability

The land use planning portion of the process will address opportunities, and provide recommendations for, protecting and enhancing the natural environment.

- How can we preserve ecological diversity such as open land, wildlife and sky?

Transit-Oriented Development

Transportation impact in this neighborhood will depend on development and steps taken by the City and developer to mitigate these impacts. All projects larger than 50,000 sqft is required to do transportation analysis to understand traffic impacts. The City of Boston does not have parking minimums in developments. The eventual parking ratio is determined by the community, City, developer, and specialist.

During early Open House and Visioning sessions, we heard suggestions to focus development in areas such as Forest Hills and Jackson Square. The Urban Land Institute has also made these recommendations in their study (<http://boston.uli.org/event/rose-center-presentation-washington-street-corridor/>)

- As far as transportation, how is building going to affect transportation in the neighborhoods?
- Push development around Forest Hills - vacant parking lots
- Can we reduce the minimum parking requirement?

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Question/Response Exercise

HOUSING

HOUSING INNOVATION & LEVERS: *New Methods, Finances, Inclusionary Development Policy & Housing Affordability*

The Housing Plan

The Mayor's Housing Plan calls for **48000 new units in the City by 2030**. The Department of Neighborhood Development (DND), the BRA, the City's Housing Innovation Lab out of the Mayor's Office of New Urban Mechanics, and this process are seeking to **identify strategies to increase a diverse amount of affordable housing in the PLAN JP/ROX study area**.

- How could we pay for affordable housing?
- How many units are needed and how does that affect the money involved?
(Why are we building more market rate houses in these neighborhoods when like 225 Centre Street they are not full?/Old Harvest)
- How do we increase percentage of affordable units and decrease income levels?
- How to retain affordability for various unit sizes?
 - Make the unit profile match the need?
 - Could inclusionary policy be applied to larger/corporate purchases of existing property?
- Incentivize more middle-income/workforce housing?
- Can the building code be adapted so that units don't have to have kitchens, etc. (and different housing models)?
- How can we integrate market housing into existing 100% affordable?

Development Incentives

The City currently uses city funds, land, and policies to subsidize affordable housing development. When the City incentivizes affordable housing, affordable housing has to be on-site. Developers respond to a number of incentives; **Incentives can include funding, subsidized land value, reduced parking requirements, additional building area and height (structural density bonuses), tax reliefs, etc.** Private and public developments make use of State, Federal, City, and Private funds. Affordable Housing developments depend on non-profits, for-profit, and City. The BRA and DND regulate and monitor affordable housing compliance.

- What is relationship between affordable units and community control over housing and land?
- How do we maintain affordable housing requirements into the future?

Public Land

There is publicly-owned land existing throughout the City but there is not a lot within the study area. The public land is vacant and maintained by the City. The BRA and DND are developing programs to facilitate the development of these properties.

- Where are the public lands? What is their current use?
- How much land is there to work with?

Housing Strategies

A combination of solutions will be required to keep JP/Rox 25% affordable. **IDP, Inclusionary Zoning, Density Bonuses, Accessory Dwelling Units, Compact Units, etc are all being studied to identify the appropriate combination to apply in the area.** The City's **Inclusionary Development Policy (IDP)** is currently being updated with advisors from the City, local housing advocates, developers, etc.

- What can be done to raise the mandated 13% of affordable units?
- JP Policy: How will JP/Rox be able to keep current 25% affordable
- Inclusionary aspect built into zoning?
- On site requirement for affordable units - no buy-out option?
- How do we maintain affordable housing requirements into the future?
- Who gets to establish the affordable housing requirements? What decision-making process does BRA/City envision at this point.
 - *This process is community-based and will inform the final PLAN JP/ROX document and associated zoning amendments for the area. Final decisions to adopt PLAN JP/ROX and associated zoning amendments will be made by the BRA Board and the Boston Zoning Commission, respectively.*

Community Control

We know there are very creative ways for communities to create and preserve affordable housing. An example of this is a **community land trust** where the community has control over the land and the household has control over the property. The City is looking at new ideas for zoning in order to make development more predictable for both residents, property owners and developers; this includes form-based zoning.

- How will we enforce those requirements? How will (they) be improved from the past - IDP, neighborhood zoning (e.g. Boylston in Fenway)?
- What qualifies as an incentive?
- Do developers respond to anything besides money?
- If there are tax incentives, how are they distributed?
- If incentives are given, can community and city forbid off-site building and cash-out?
- How do you structure offerings so development is not dependent exclusively on non-profits?
- More form-based zoning code - allows for a mix of uses on a parcel

Affordability & Accessibility

"Affordability" limits are defined by the State and Federal Housing Programs. Developments that receive State or Federal funding must adhere to the "Affordability Limits" set by the authority. **The City of Boston cannot calibrate it to the local or neighborhood scale.** The State and Federal Code also requires all new housing to be accessible. Some funding sources require additional accessibility requirements. *For more detail regarding local limits, please speak to a City Staffer.*

- How many affordable units are for people with disabilities?
- Definition of 'Affordable': How will affordability be defined? - Use Boston or JP/Rox income vs. AMI
- Calibrate AMI on a more local/neighborhood scale?

Private Land

The City cannot take privately-owned land from an owner unless it can be proven that the purpose would solely be for the public good, also known as eminent domain which is a lengthy legal process. The City prefers to have a conversation with private property owners and developers before trying to take land through eminent domain.

- How do we pry loose land from the stockholders/owners?